


ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** EDS-545(24) Toombs County **OFFICE** Preconstruction  
P. I. No. 522180  
**DATE** July 30, 2001  
**FROM**  C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

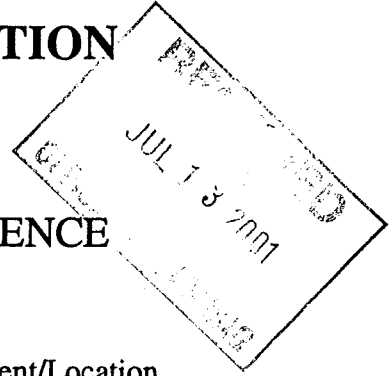
Tom Turner  
David Mulling  
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Michael Henry  
Marion Waters  
Marta Rosen  
Jimmy Chambers  
Gary Priester  
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Tom

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENTAL CORRESPONDENCE**



**FILE** EDS-545(24), Toombs County **OFFICE** Environment/Location  
P.I. No. 522180 **DATE** July 12, 2001

**FROM** *HDK/kay*  
Harvey D. Keepler, State Environmental/Location Engineer

**TO** C. Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT** Revised Project Concept Report – US 1/SR 4 Improvements

Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The proposed changes to the approved concept would be revisions to the alignment, project length, and speed design. The alignment would be revised to avoid impacts to three eligible historic resources and the Toombs Central School. The project length would be revised as a result of the SR15/SR 29 intersection realignment. Finally, the speed design of the approved concept would be increased from 55 mph to 65 mph in accordance with the Department's current GRIP policy.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE 7-17-01

  
\_\_\_\_\_  
State Transportation Planning Administrator

*Distribution:*

David Mulling  
Marion Waters  
Marta Rosen  
Herman Griffin  
Jim Chambers  
Gary Priester  
Paul Liles

# REVISED PROJECT CONCEPT REPORT

**Need and Purpose:** US 1/SR 4 is the major north-south corridor in mid-east Georgia and is part of the Governor's Road Improvement Program. The proposed multi-laning of US 1/SR 4 would eliminate congestion and enhance the traffic flow, while improving the operational characteristics and the safety along US 1/SR 4.

**Project Location:** The project would be located along US 1/SR 4 in Toombs County from mile post 7.66 north to mile post 12.10.

**Description of the approved concept:** The approved concept for EDS-545(24) in Toombs County is proposed to widen and reconstruct US 1/SR 4 in Toombs County from SR 56 to SR 15/SR 29. The approved concept would begin at the intersection of SR 56 and US 1/SR 4 and proceed north as widening on the east side of the existing roadway. Widening would continue on the east side to the end of the project at SR 15/SR 29. The typical section would be four lanes with a 44 foot depressed grassed median and open ditch drainage. Existing right-of-way along US 1/SR 4 varies between 100 feet and 200 feet. The proposed right-of-way would vary from 184 feet to 250 feet for the length of the project. The speed design is 55 mph, and access would be by permit along the existing roadway.

**PDP Classification:** Major/Construction on new location

Full Oversight ( ), Exempt ( X ), SF ( . ), Other ( )

**Functional Classification:** Rural Principal Arterial

**U. S. Route Number(s):** 1

**State Route Number(s):** 4

**Traffic (AADT) as shown in the approved concept:**

Current Traffic  
Year: 1998      AADT: 5600

Design Traffic  
Year: 2028      AADT: 8300

**Proposed Features to be revised:**

1. The speed design is recommended for revision.
2. The project length is recommended for revision.
3. The project alignment is recommended for revision.

**Revised feature(s) to be approved:**

1. In order to remain consistent with Department policy for GRIP Corridor roadways, the speed design would be 65 mph. To accommodate the new slopes, the proposed right-of-way would vary from 209 feet to 285 feet.
2. To improve the safety of the intersection of US 1/SR 4 with SR15/SR29, the intersection would be shifted north approximately 650 feet to coincide with the CR 117/Harndon Road intersection at mile point 12.22. The result would be a 4 legged intersection with a safer intersection alignment for SR 15/SR 29.
3. To avoid three eligible historic resources, Toombs Central School, and minimize wetland impacts along US 1, the alignment would be revised. The revised concept would begin at the intersection of SR 56 and EDS-545(23), approximately 0.3 miles east of existing US 1/SR 4 and proceed north on new location for 0.6 miles. It would tie into existing US 1/SR at CR 108/Paul Lockley Road and continue north as widening to the east side to CR 322/C H Slayton Road. It would then shift to west side widening and continue north to the existing SR 15/SR 29 intersection. At existing SR 15/SR29, widening would transition to the east side and be completed at the ending terminus, the CR 117/Harndon Road – relocated SR 15/SR 29 intersection. Access would be by permit along the existing roadway and partially controlled on new location. The project length would be approximately 4.6 miles.

**Updated traffic data (AADT):**

Current Traffic  
Year: 2008      AADT: 5500

Design Traffic  
Year: 2028      AADT: 8000

**Programmed/Schedule:**

P.E. FY 2002      R/W FY 2005      Construction FY 2006

**Revised Cost Estimates:**

- |   |             |
|---|-------------|
| 1. Construction cost including inflation and E&C: | \$7,602,000 |
| 2. Right-of-way:                                  | \$2,525,000 |

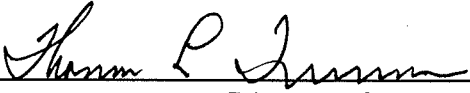
Is the project located in a Non-attainment area?             Yes        X   No

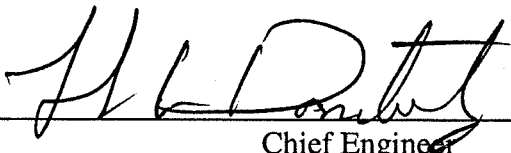
**Recommendation:** It is recommended that the proposed revisions to this concept be approved for implementation.

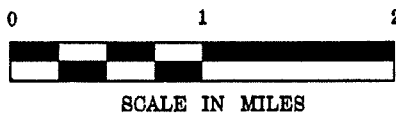
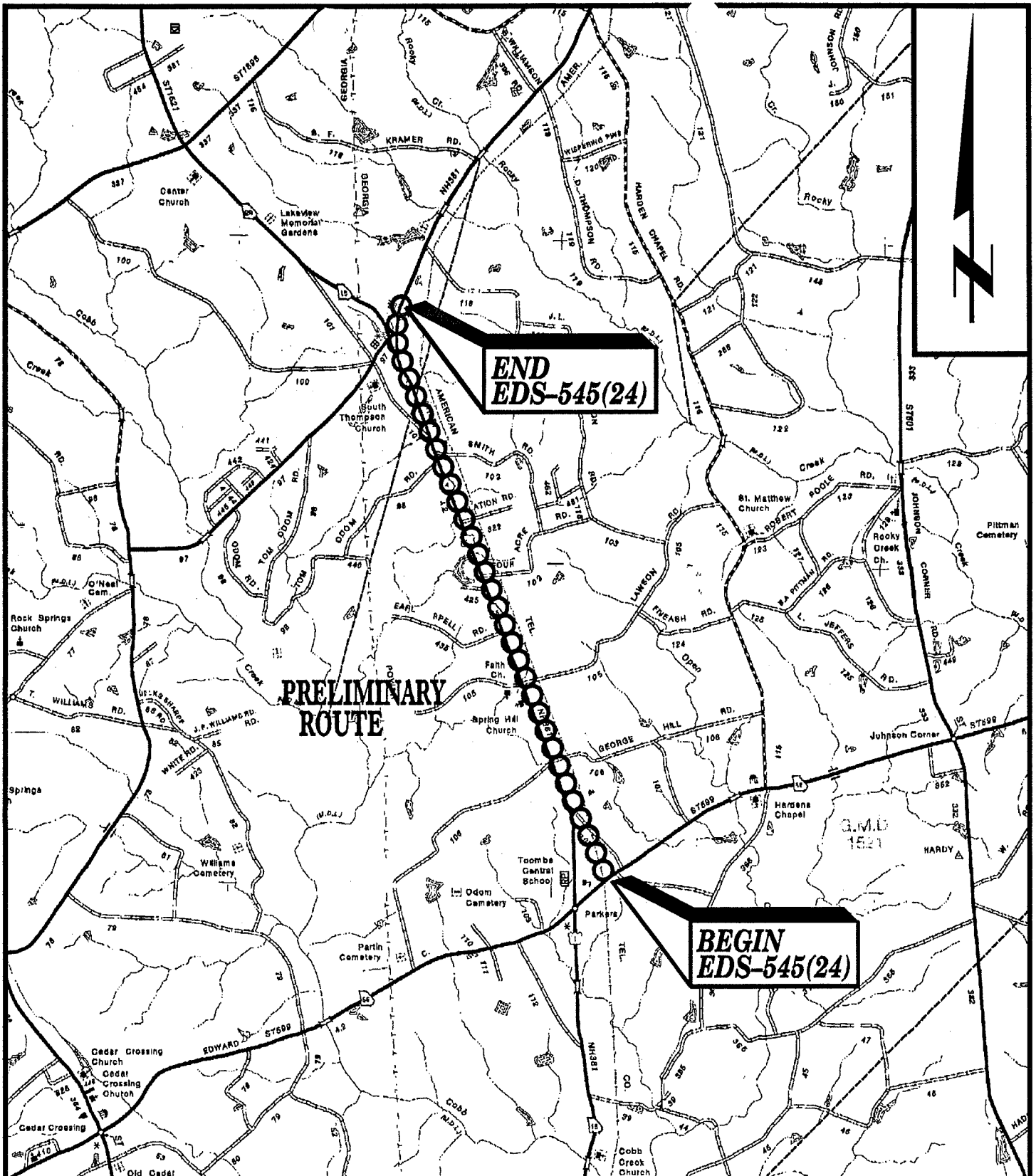
HDK/EKP

Attachments:

1. Sketch Map,
2. Cost Estimate
3. Typical Sections

Concur:   
Director of Preconstruction

Approve:   
Chief Engineer



LOCATION

STRIP MAP  
EDS-545(24)  
US 1/SR 4 IMPROVEMENTS  
TOOMBS  
P.I.# 522180

SOURCE: GENERAL HIGHWAY MAP, TOOMBS CO., GEORGIA  
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1966

62001

# **PRELIMINARY COST ESTIMATE**

Office of Environment/Location

June 22, 2001

County(s)

PI Number  Project Number

Project Name  Project Length  Miles

## **Project Description**

US 1/SR 4 From SR 56 to SR 15/SR 29 in Toombs County

## **Existing Roadway**

2 Lanes Rural

## **Comments**

## **TRAFFIC:**

Current Design Year  Daily Volume (AADT)

Future Design Year  Daily Volume (AADT)

☒ Concept Estimate

☐ Feasibility Estimate

## **Typical Section(s) Used in Estimate**

## **Typical Section Length**

<input type="text" value="Rural New Location: 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="0.62"/> Miles
<input type="text" value="Rural Widening: 2 To 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="3.71"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

**Typical Section**

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length 0.62 MilesRight-of-Way Width 250 Feet**GRADING AND DRAINAGE****1. EARTHWORK**

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

**2. MINOR DRAINAGE**

QUANTITY		UNIT COST	TOTAL
27,800	CY	2.50	70,000
	CY	10.00	
	CY	3.72	
0.62	MI	101,000	63,000
GRADING AND DRAINAGE SUBTOTAL			<b>\$133,000</b>

**BASE AND PAVING****1. GRADED AGGREGATE BASE****2. ASPHALT PAVING**

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

**3. CONCRETE PAVING**

- a. Curb and Gutter
- b. Miscellaneous

**4. OTHER PAVING**

THICKNESS AND SPREAD RATE	QUANTITY		UNIT COST	TOTAL
10"	13,705	TN	13.05	179,000
1 1/2" (165 LB/SY)	1,951	TN	34.55	67,000
3" (330 LB/SY)	3,901	TN	34.54	135,000
4" (440 LB/SY)	4,161	TN	34.62	144,000
	2,247	GL	0.82	2,000
	0	LF	9.39	0
	0	MI	42,000	0
				53,000
BASE AND PAVING SUBTOTAL				<b>\$580,000</b>

**LUMP ITEMS**

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY		UNIT COST	TOTAL
0.62	MI	41,000	25,000
19	AC	6,000	113,000
0.62	MI	80,002	50,000
0.62	MI	97,000	60,000
0.62	MI	19,321	12,000
0.62	MI	96,000	60,000
LUMP ITEM SUBTOTAL			<b>\$320,000</b>

**MISCELLANEOUS**

- 1. GUARDRAIL
  - a. GUARDRAIL ANCHORS
- 2. DETOURS

QUANTITY		UNIT COST	TOTAL
2,400	LF	10.11	24,000
8	EA	435.59	3,000
	MI	300,000.00	0
MISCELLANEOUS SUBTOTAL			<b>\$27,000</b>

**SPECIAL FEATURES**



**Typical Section**

Rural Widening: 2 To 4-Lanes with 44 ft Divided Median

Typical Section Length  MilesRight-of-Way Width  Feet**GRADING AND DRAINAGE****1. EARTHWORK**

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

**2. MINOR DRAINAGE**

QUANTITY		UNIT COST	TOTAL
248,000	CY	2.50	620,000
	CY	10.00	
	CY	3.72	
3.71	MI	100,927	374,000
GRADING AND DRAINAGE SUBTOTAL			<b>\$994,000</b>

**BASE AND PAVING****1. GRADED AGGREGATE BASE****2. ASPHALT PAVING**

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

**3. CONCRETE PAVING**

- a. Curb and Gutter
- b. Miscellaneous

**4. OTHER PAVING**

THICKNESS AND SPREAD RATE	QUANTITY		UNIT COST	TOTAL
10"	48,710	TN	13.05	636,000
1 1/2" (165 LB/SY)	11,672	TN	34.55	403,000
3" (330 LB/SY)	14,724	TN	34.54	509,000
4" (440 LB/SY)	13,407	TN	34.62	464,000
	8,933	GL	0.82	7,000
	0	LF	9.39	0
	0	MI	28,410	0
				202,000
BASE AND PAVING SUBTOTAL				<b>\$2,221,000</b>

**LUMP ITEMS**

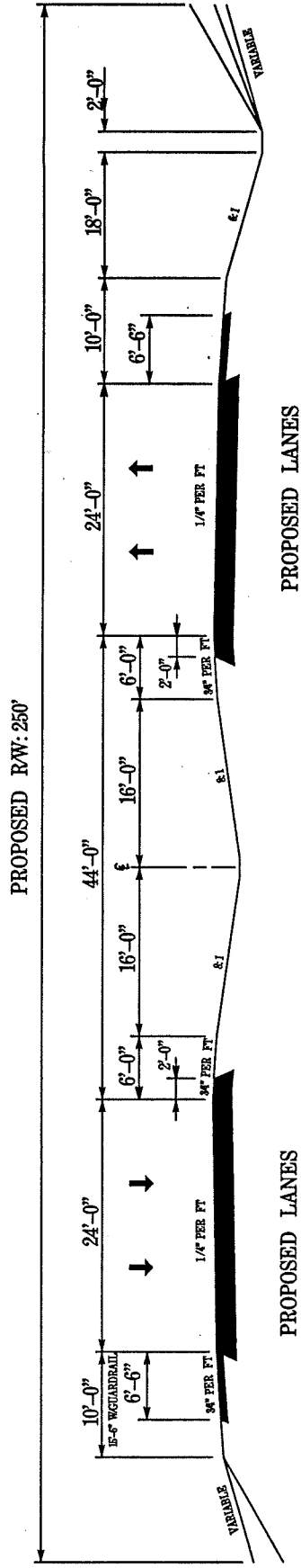
- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY		UNIT COST	TOTAL
3.71	MI	88,000	326,000
112	AC	6,000	675,000
3.71	MI	40,527	150,000
3.71	MI	99,000	367,000
3.71	MI	17,594	65,000
3.71	MI	110,500	410,000
LUMP ITEM SUBTOTAL			<b>\$1,993,000</b>

**ESTIMATE SUMMARY**

Typical Section	Section Cost (per mile)
1. Rural New Location: 4-Lanes with 44 ft Divided Median	\$1,666,000
2. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	\$1,404,000

PROJECT COST	
A. MAJOR STRUCTURES	
B. GRADING AND DRAINAGE	\$1,127,000
C. BASE AND PAVING	\$2,801,000
D. LUMP ITEMS	\$2,313,000
E. MISCELLANEOUS	\$27,000
F. SPECIAL FEATURES	
SUBTOTAL CONSTRUCTION COST	\$6,268,000
E. & C. (10%)	\$627,000
INFLATION 2 yrs @ 5 % per yr	\$706,738
GRAND TOTAL CONSTRUCTION COST	\$7,602,000

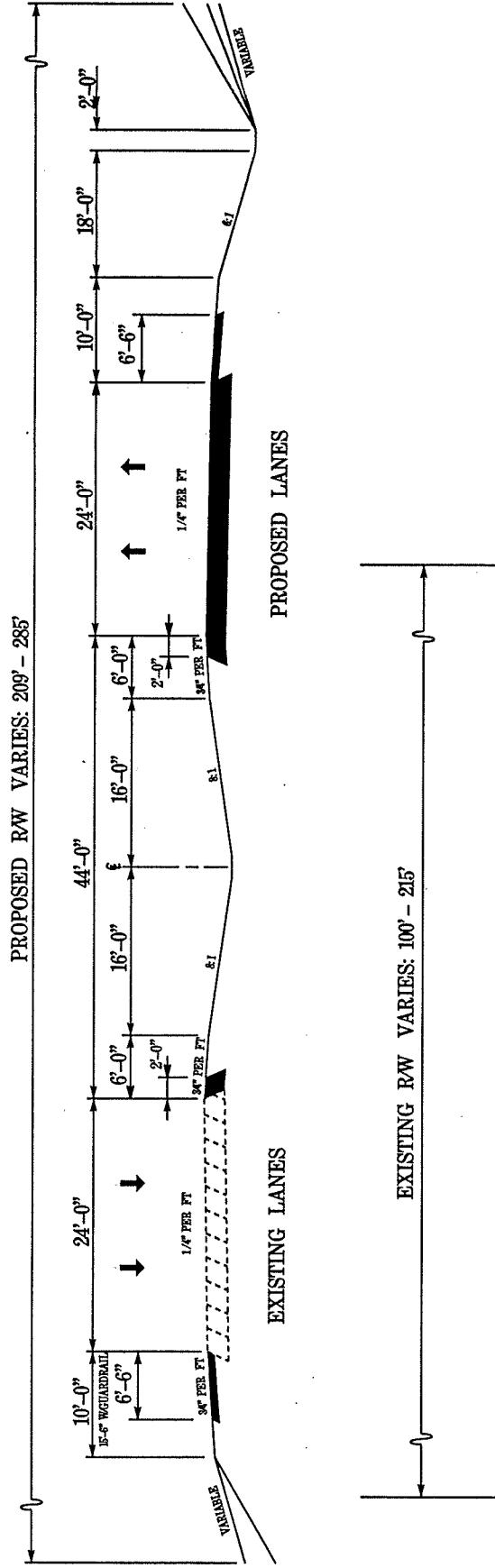


# TYPICAL CROSS SECTION - 4 LANES W/44' MEDIAN AND OPEN DITCH DRAINAGE

US 1/SR 4 IMPROVEMENTS  
 EDS-545(24) TOOMBS COUNTY

NEW LOCATION - FROM SR 56  
 TO CR 108

NOT TO SCALE



# TYPICAL CROSS SECTION - 4 LANES W/44' MEDIAN AND OPEN DITCH DRAINAGE

US 1/SR 4 IMPROVEMENTS  
 EDS-545(24) TOOMBS COUNTY

WIDENING - FROM CR 108 TO  
 SR 15 /SR 29

NOT TO SCALE